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CA3 ON HW Q90
R23
1997

ll Creek Expressway

PROGRESS REPORT

Number 14 Spring 1997

This report is intended to bring you up to date on current and upcoming activities associated with the Red Hill Creek Expressway.

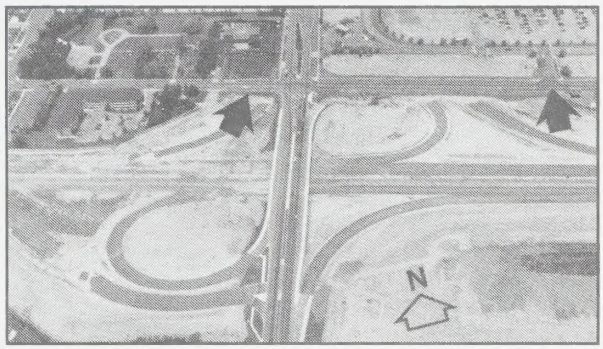
Project Time Line

The following is the proposed schedule for road closures (subject to Council approval)

Road Closures

Limeridge Road

- Limeridge Road will be **permanently** closed at Upper James Street, Upper Wentworth Street and Upper Gage Avenue on July 2, 1997.



Limeridge Road will be closed west of Upper Wentworth Street and rerouted at the Limeridge Mall entrance on the east (see arrows). **photo by Charlie Rader**

Stone Church Road East

- Stone Church Road East will be reconstructed between Upper Ottawa Street and Anchor/Arbour Road, from early June to mid-September, 1997.
- Stone Church Road will be closed during construction to all traffic between Dartnall Road and Anchor/Arbour Road.
- Stone Church Road, between Upper Ottawa Street and west of Dartnall Road, will remain open to local traffic only.

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GOVERNMENT DOCUMENTS

Construction Contracts

Ongoing Contracts

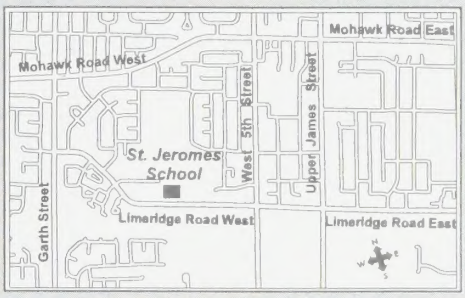
- Main line grading from Upper Wellington Street to Highway #403, will be completed in May 1997. A paving contract will begin immediately following this work.

Mainline grading at the Garth Street Interchange

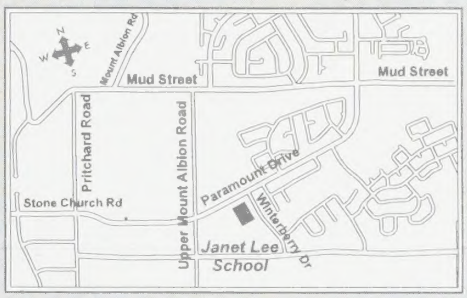
Public Information Centres

Public Information Centres will be held at the following locations to discuss construction activity, road closures (permanent and temporary) and the re-routing of bus services.

- ***Monday, April 7, 1997***
  St. Jerome's School
  250 Limeridge Road West
  Hamilton
  6:30 p.m. - 8:30 p.m.



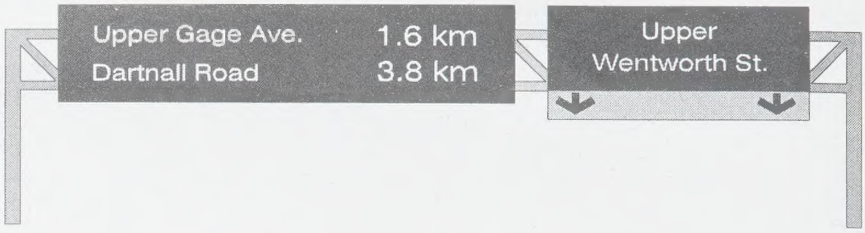
- ***Tuesday, April 8, 1997***
  Janet Lee Elementary School
  291 Winterberry Drive
  Stoney Creek
  6:30 p.m. - 8:30 p.m.



- ***Wednesday and Thursday, April 9 and April 10, 1997***
  Carmen's Banquet Centre
  1520 Stone Church Road E.
  Hamilton
  6:30 p.m. - 8:30 p.m.

❑ *Upcoming Contracts*

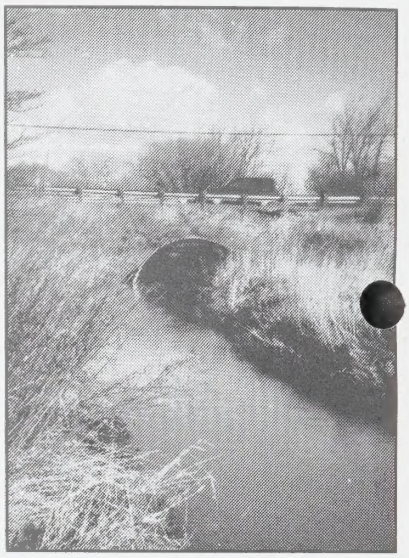
- The reconstruction of Dartnall Road from Stone Church Road to Rymal Road, is scheduled to begin mid-April and end in early June, 1997. This reconstruction entails improving lane widths to current standards and improving the vertical alignment.



- Highway #403 to Dartnall Road, is scheduled to be completed by the Fall of 1997. This work will include paving, landscaping, interchanges, overhead signs and markings.

Stone Church Road East at Dartnall Road looking east toward Arbour Road

- The construction of Winterberry Drive (formerly known as Gatestone Drive) extension from Mud Street to Paramount Drive, is expected to begin in mid-May and be completed in late September 1997. This work will include grading for the Mud Street Extension.

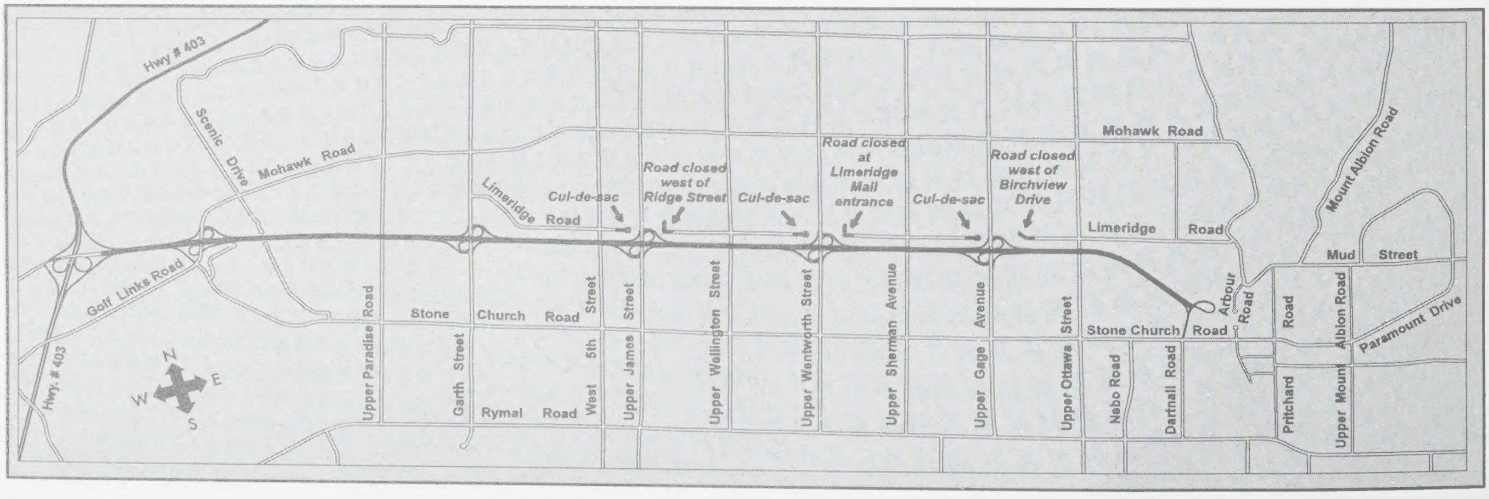


Culvert slated for reconstruction - Red Hill Creek tributary at Stone Church Road

- Stone Church Road East reconstruction, from Upper Ottawa Street to Arbour Road, is scheduled to be completed in mid-September, 1997. This work will include road reconstruction and widening, and culvert reconstruction for a tributary of the Red Hill Creek.

Opening of the Expressway

The Expressway, from Highway #403 to Dartnall Road, is scheduled to be opened to traffic by October 16, 1997.



Stone Church Road

The Region received approval of a road reconstruction plan for Stone Church Road (between Upper Mount Albion Road and Garth Street) in 1995. Since then, the section between Upper Wellington Street and Upper Gage Avenue has been reconstructed. Tree replanting and landscaping for the intersections will be completed in 1997. As indicated earlier in this report, the section between Arbour Road and Upper Ottawa Street is being reconstructed in conjunction with the completion of the Dartnall Road intersection at the Red Hill Creek Expressway. Since part of the road reconstruction will be located in the Nebo Road and Stone Church Road area, business owners may want to attend the public information centres (see front page) to determine how this work will affect traffic and bus service.

Project Funding

On November 29, 1995, the Minister of Transportation announced the reinstatement of Provincial funding for the construction of the North-South component of the Red Hill Creek Expressway. The funding amounts to $100M over the period 1996-2000. Regional Council objected strongly to this proposal as the project now includes the construction of the interchanges with Highway 403 and the QEW with their related costs. This objection led to an agreement for a joint investigation of reviewing the costs and financial implications of the project. This review included the analysis of two methods of contracting: a conventional tendering method (used for the East-West section of the Expressway) and a method whereby a private contractor designs and builds the road (used for Highway 407 in Toronto).

Through further cost analysis and changing the scope of the project, the projected costs have been reduced. Most of the cost reductions are however contingent on the results of the impact assessment and design process now underway. The project costs (as of January 1996) to complete the project by mid-2002 or mid-2003 are estimated at $205 to $221 million. The project includes the construction of the Highway #403 / Red Hill Creek Expressway Interchange (Phase 1), the completion of the East-West and North-South sections and the QEW Interchange. The method of contracting is still being investigated.

The Region's share of the costs have now risen some $40 to $55 million compared with the 1990 cost sharing arrangements. Regional Council has therefore requested further discussions with the Minister of Transportation to explore a greater Provincial contribution to the project.

Red Hill Creek Expressway North-South Section

Exemption Order Approved

In May 1996, the Region requested that the Ontario Ministry of Environment and Energy allow the Region to make a number of design changes to the approved North-South Section of the Red Hill Creek Expressway. These proposed changes are expected to reduce the overall impact the Expressway will have on the local environment.

On March 11, 1997 Environment and Energy Minister Norm Sterling approved the Region's request to make changes to the Expressway. The approval is called an Exemption Order. This means that the Region will now carry out a detailed impact assessment as part of the design process, and as described in the Exemption Order submission. Consultation with the public, interest groups, and other government agencies will be an important part of this process. If you have any questions about the Exemption Order, and/or public involvement opportunities, please contact:

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Special Projects Office

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HSR Service Changes

The Region of Hamilton-Wentworth's Management Action Plan identifies the need to restructure service delivery in response to Provincial funding reductions. Accordingly, the Hamilton Street Railway Company (HSR) is reorganizing and consolidating its public transit services in an effort to minimize the impact on its customers. The planned improvements in productivity will enhance the overall efficiency of the transit system.

❑ Effective June 22, 1997

- *Route 21 - UPPER KENILWORTH*
  - **New routing from Gore Park to Highland & Aubrey** via James Mountain Road, West 5th Street, Fennell Avenue, Upper Kenilworth Avenue, Limeridge Road East, Mud Street, Paramount Drive, Gordon Drummond, Isaac Brock and First Road West. Route follows reverse pattern back to Gore Park.

- *Route 27A - UPPER JAMES*
  - **New routing from Upper James Street to St. Elizabeth Village** (Garth & Rymal) via Mohawk Road, West 5th Street, Limeridge Road West and Garth Street. Route follows reverse pattern back to Upper James Street.

- *Route 31 - FENNELL*
  - **Replaced by Route 21 - Upper Kenilworth** (see above) **and Route 41 - Mohawk** (see below)

- *Route 33 - SANATORIUM*
  - **New routing from Gore Park to Garth Street** via James Mountain Road, West 5th Street and Fennell Avenue. Route follows reverse pattern back to Gore Park.

- *Route 41 - MOHAWK*
  - **New routing north-eastward to Gage & Industrial Drive** via Mohawk Road (including a new stop in Lime Ridge Mall), Upper Ottawa Street, Kenilworth Access, Kenilworth Avenue and Burlington Street. Route follows reverse pattern back to Mohawk Road

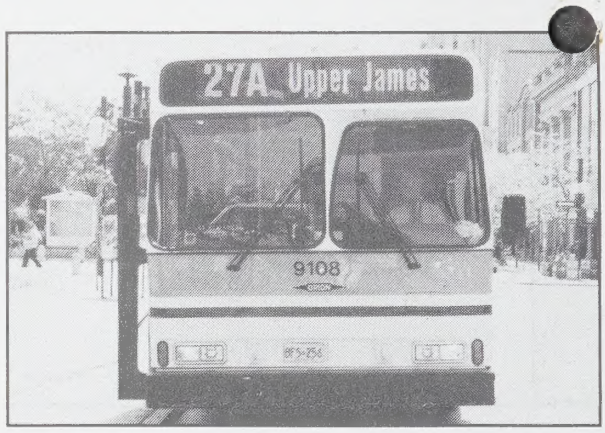

photo courtesy of Hamilton Street Railway

- *Route 43 - STONE CHURCH*
  - **Improved service Monday through Saturday.** Service will be provided every 45 minutes on weekdays and Saturdays (every 60 minutes on Thursday and Friday nights) between Valley Park and Lime Ridge Mall, via Stone Church Road East and Upper Wentworth Street.

- *Route 45 - LIMERIDGE*
  - **Route discontinued due to road closure.** Heritage Green customers can use Route 43 Stone Church to access Lime Ridge Mall.

❑ Effective August 31, 1997

- *Route 32 - GARTH*
  - **Replaced by Route 27A - Upper James** (south of Limeridge Road) and **Route 33 - Sanatorium** (north of Mohawk Road).

HSR staff will be on hand at the Red Hill Creek Expressway Public Information Centres to provide transit information.